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ONE SHILLING.

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A VISITOR TO THE KING AND QUEEN: THE QUEEN OF ROUMANIA—DURING THE WAR.

The Queen of Roumania, who has been in Paris with her three daughters, arranged to leave there on Wednesday, March 12, and to pay a visit to the King and Queen at Buckingham Palace. During the tribulations Roumania has had to undergo during the Great War, and since the Armistice, she has done everything in her power to alleviate

the sufferings of her husband's people. In this connection, she has said: "It may be that the war stirred all the old soldiers' blood in me, and made me feel, 'now is the time to play the woman.'"¹ Her Majesty is a daughter of the late Duke of Edinburgh, and so a cousin of our King.

PHOTOGRAPH SUPPLIED BY TOPICAL.



By G. K. CHESTERTON.

THE tragedies left in the track of the great war have moved many, like Sir Arthur Conan Doyle, to a certain type of psychical experiment. My own sentiment about it, I think, is none the less one of detachment because it is not one of denial, or even merely of doubt. It is inadequate merely to pit science against Spiritualism, when so many great men of science are

always taken away the number they first thought of. They have always forgotten the very fact or fancy on which their whole theory depends.

The debate on the ethics of Spiritualism is a strong example of this. The Spiritualists act upon a dogma, which they cannot state dogmatically, and therefore only assume dogmatically. Most

Anti-Spiritualists also, I may add, assume a dogma without knowing it—and a much staler and stupider dogma at that. But the point here is that they differ from the old creeds in never being stated as clearly as creeds. What a Spiritualist assumes is practically this; it is not merely the existence of spirits, but the non-existence of evil spirits. Or at least of extreme evil done to us by evil spirits. To put it popularly, Spiritualists are optimists about the spiritual world. The Puritans, and the people of the seventeenth century generally, were pessimists about the spiritual world. They

words. They imply a spiritual surrender which is dubious even if the influence be good, and shocking if it be bad. Now it certainly is not self-evident, from the analogy of all we know, that it cannot be bad. We need not be such pessimists as the Puritans to think it is very likely to be bad. In this, indeed, the Spiritualists are always insisting on the strongest argument against themselves—the parallel with our present life. They insist now, apparently, that because we have golf and whiskies-and sodas here, we must have golf and whiskies-and-sodas hereafter. Any comparison between these small things, here and hereafter, must suggest a comparison between the large things here and hereafter; and the largest and most obvious things are good and evil. If we look for drink, why are we not to look for poison? And if we have to deal with games, why have we not to deal with cheating? If we are to look for the ghost of a golf-club and the astral body of a bottle of whisky, why may we not regard spirit-writing as the soul of forgery, or table-turning as the shadow of house-breaking? There are masks of hypocrisy and impudent impersonation here, and may be there; tyranny and torture can be imposed by physical forces, and might be by spiritual forces. That the investigators do not insist on this danger, or do not insist on it as dangerous, is simply due to that forgotten first principle to which I have referred. The Spiritualists are forbidden to accept the deduction from the Spiritualist parallel, because it would involve a denial of the Spiritualist dogma. And it is none the less felt as an infallible dogma because it is an unconscious dogma. Nobody, I need hardly say, is bound to accept my dogmatism, any more than the Spiritualist's dogmatism. I hold, in Matthew Arnold's phrase, that I am dogmatic and right, while they are dogmatic and wrong; but I attach almost equal importance to the fact that I am dogmatic and know it. Apart from any desire that a man should come to my conclusions, I desire that he should come at last to his own commencement.



THE DISTURBANCE AT THE EAGLE HUT ON SUNDAY, MARCH 9: POLICE TAKING AN ARRESTED MAN TO BOW STREET.—[Photograph by Illustrations Bureau.]

already Spiritualists. And something wider than science, something in the widest sense to be called common sense, seems to me generally suggestive of the supernatural. The position might be stated by saying that I have a belief in spirits, but no faith in spirits. For a faith in that sense means a trust; and I have far more faith in the almost universal popular legend, which represents them as thoroughly untrustworthy. But my point here is not so much to defend my own position as to implore other people to define their own positions. My sole desire is that the agnostic should know what agnosticism is, as Huxley did; and that he should not be ignorant of the very nature of his own ignorance. In this respect I think the old religious systems, apart from truth, gave much better training. In one sense at least the word theological included the word logical. We are told to-day that we should be better for a religion without a theology. I believe our brains would be the better even for a theology without a religion.

The special mark of the modern world is not that it is sceptical, but that it is dogmatic without knowing it. It says, in mockery of old devotees, that they believed without knowing *why* they believed. But the moderns believe without knowing *what* they believe—and without even knowing that they do believe it. Their freedom consists in first freely assuming a creed, and then freely forgetting that they are assuming it. In short, they always have an unconscious dogma; and an unconscious dogma is the definition of a prejudice. They are the dullest and dearest of all ritualists who merely recite their creed in their subconsciousness, as if they repeated their creed in their sleep. A man who is awake should know what he is saying, and why he is saying it—that is, he should have a fixed creed and relate it to a first principle. This is what most moderns will never consent to do. Their thoughts will work out to most interesting conclusions—sometimes insanely interesting conclusions; but they can never tell you anything about their beginnings. They have

may almost be said to have felt, in Browning's phrase, that there may be heaven, but there must be hell. They thought it a thousand to one that anybody dealing with spirits was dealing with bad spirits. Hence they turned even the worst sort of witch-burning from murder to massacre. These were very appalling deductions from one axiom—that human nature is nearer to wicked spirits than to good ones. But at least the Puritans could state their pessimistic axiom as an axiom. The Spiritualists cannot state their optimistic axiom as an axiom at all; they do not even know it is optimistic. They simply feel it unconsciously as the spirit of their time—that is, as something not even as solid as climate, but rather as fickle as weather. They simply swallow it, like the germs, because it is in the air.

Now the real objection to Spiritualism is almost identical with the claim of Spiritualism. The objection to it is that it puts a man under the control of spiritual forces, or that it brings him in contact with the unknown. In fact, it is almost impossible to find any commendation of such a belief in spirits which will not serve as a condemnation in the mouth of those who believe in bad spirits. The very boast of the Spiritualists is the answer to Spiritualism. The very words "medium" or "control" will, indeed, affect many of us as immoral words—I might say indecent



THE POLICE RAID ON AN OPEN-AIR GAMBLING PARTY AT THE EAGLE HUT: AN ARRESTED SOLDIER BEING TAKEN TO BOW STREET POLICE STATION.

Photograph by Illustrations Bureau.

If his view of the universe allows him to be the medium of he knows not what, and under the control of he knows not whom, let him say so, and state his view of the universe clearly, like his fathers before him. Then at least he will not slide into a mere slush of likes and dislikes, and choose to fancy angels only with white wings because he prefers them to black ones.

A SUNDAY GAMBLE AND ITS SEQUEL: THE EAGLE HUT DISTURBANCE.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND FARRINGTON PHOTO, C.I.



A STRATEGIC RETREAT BEFORE THE POLICE: SOLDIERS, SAILORS, AND CIVILIANS RETIRING FROM BOW STREET POLICE STATION.



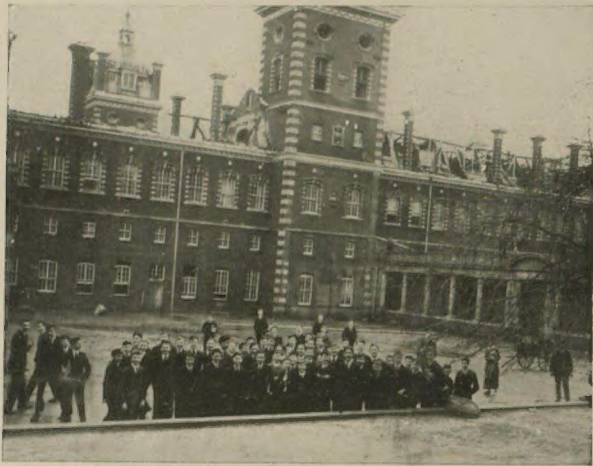
POLICE MAKING A BATON CHARGE: STRONG MEASURES TO CLEAR THE CROWD WHICH ATTEMPTED TO RESCUE THE ARRESTED MEN.

About noon on Sunday, March 9, a group of soldiers and sailors—some American and some British overseas men—were playing a gambling game outside the Eagle Hut in Aldwych, although previously warned that they were breaking the law. The police arrested two men, and took them to Bow Street station. A crowd followed, demanding their release, and the police had to draw a cordon across the street and make a baton charge. About 3.45 the crowd, now about 1000 strong, attacked again with missiles and sticks,

but the police charged once more, and cleared the street. About 20 men, including 7 policemen, were injured. Eleven Americans were handed over to the American military police to be tried by court-martial. In the evening the American soldiers were transferred from the Eagle Hut to other quarters, and Admiral Sims ordered all American sailors in London to report to their ships. The U.S. Chief of Staff, Colonel Mitchell, deplored that friction had arisen, and said that every effort would be made to maintain order.

A DORMITORY FIRE: THE OUTBREAK AT WELLINGTON COLLEGE.

PHOTOGRAPHS BY C.N., FARRINGTON PHOTO CO., PHOTO PRESS, AND NEWSPAPER ILLUSTRATIONS.



SHOWING WHERE THE ROOF COLLAPSED: WELLINGTON COLLEGE DAMAGED BY FIRE.



AFTER THE COLLAPSE OF THE ROOF OF THE EAST BLOCK: PART OF THE BURNT-OUT DORMITORIES.



AFTER THE FIRE HAD BEEN PUT OUT: REMOVING BEDS FROM A DAMAGED DORMITORY.



AFTER THE FIRE HAD BEEN PUT OUT: MOVING BEDS TO NEW SLEEPING QUARTERS.



SHOWING SOME OF THE BOYS' BEDS: IN THE ORANGE DORMITORY.



IN THE ORANGE DORMITORY: THE REMAINS OF THE HEAD MONITOR'S STUDY.

Considerable damage was done by a fire which it was found had broken out in the Orange dormitory of Wellington College, at 1.35 p.m., on March 9. The College appliances were brought into play at once, the Wokingham Fire Brigade was soon at work, and was followed by brigades from Reading, Guildford, Aldershot, and Camberley; but it was some time before the outbreak was subdued. The Orange dormitory, south of the

Tower, was burnt out, and the Blucher, Anglesey, and Beresford dormitories suffered badly. The dormitories are in the East Block, the roof of which collapsed an hour after the discovery of the fire. Wellington College is the famous military preparatory institution built as a memorial to the Iron Duke. It was founded by public subscription, for the education of the sons of deceased officers, and opened by Queen Victoria in 1859.

THE PASSING OF A GREAT CANADIAN: SIR WILFRID LAURIER'S FUNERAL.

PHOTOGRAPHS BY TOPICAL.



"HIS VOICE IS SILENT IN YOUR COUNCIL HALL": THE LYING-IN-STATE OF SIR WILFRID LAURIER IN THE CANADIAN HOUSE OF COMMONS AT OTTAWA.



THE SCENE OF HIS LIFELONG LABOURS: THE HEARSE PASSING THE PARLIAMENT BUILDINGS AT OTTAWA.



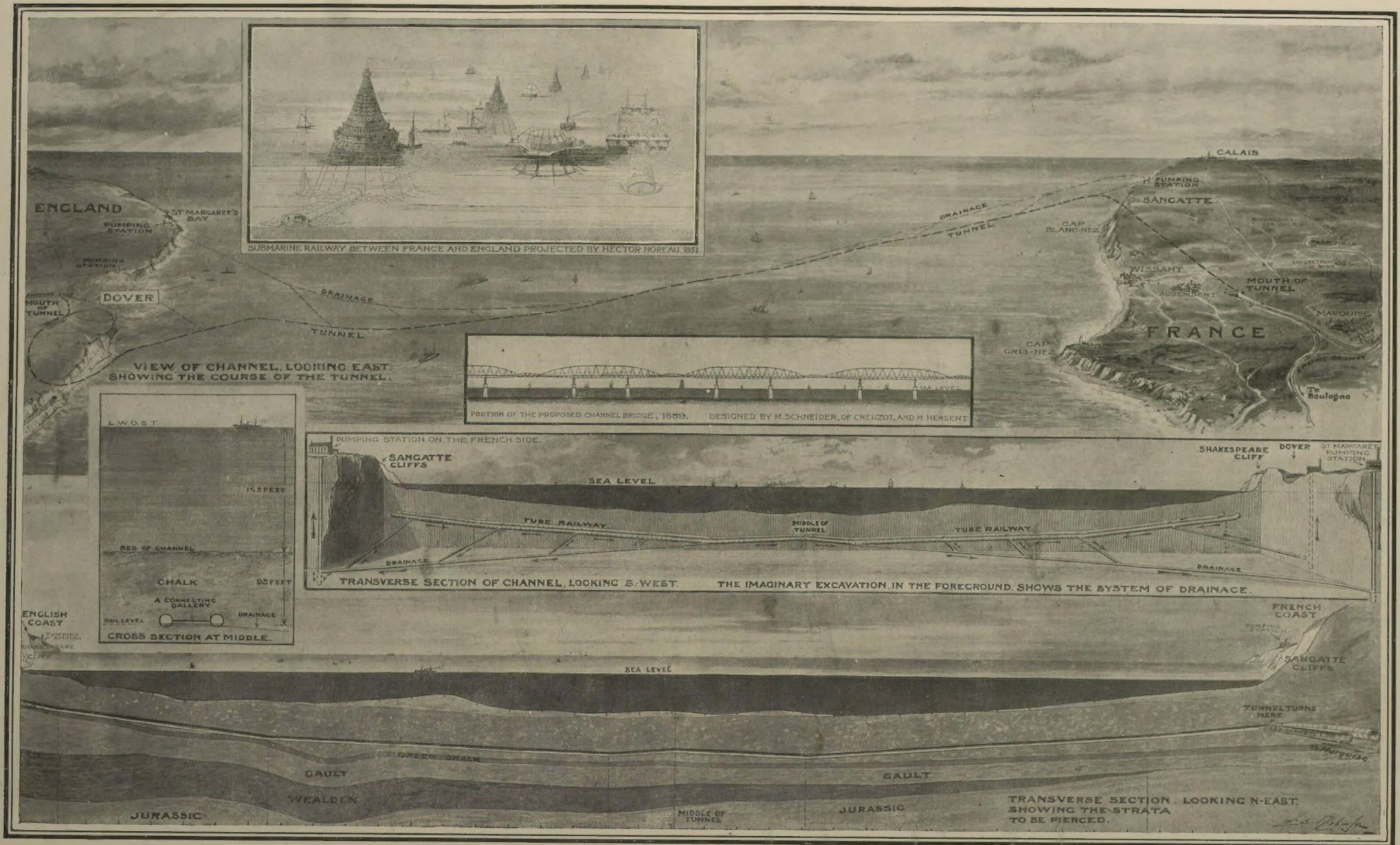
THE GOVERNOR-GENERAL OF CANADA IN THE FUNERAL PROCESSION: THE DUKE OF DEVONSHIRE IN HIS SLEDGE.

The funeral of Sir Wilfrid Laurier, the great Canadian Liberal Leader and ex-Premier, took place at Ottawa on February 22. On the evening of the 20th, the coffin containing the body was taken from his house to the Parliament Buildings, where it lay in state until the funeral. Soon after it had been placed on the catafalque, the Duke of Devonshire, Governor-General of Canada, arrived and placed a beautiful wreath at the foot of

the casket. The Duke also attended the funeral service at the Basilica Cathedral and that held beside the grave in Notre Dame Cemetery. Many leading men from all parts of the Dominion were present, and thousands of people assembled in the snow-covered streets to watch the procession pass. The principal buildings were draped with black; flags floated at half-mast; and all public offices and places of business were closed.

IS THE CHANNEL TUNNEL TO BE BUILT AT LAST? A RECENT PLAN; AND TWO BYGONE SCHEMES.

DRAWINGS BY W. B. ROBINSON FROM MATERIAL SUPPLIED BY MR. ARTHUR FELL M.P.



A PROPOSED CHANNEL TUNNEL: ITS COURSE, GEOLOGICAL STRATA, AND DRAINAGE; WITH FORMER PLANS FOR A SUBMARINE RAILWAY AND A BRIDGE.

In view of Mr. Bonar Law's recent statement in the House of Commons that he was in communication with the Prime Minister (in Paris) as to the question of constructing a Channel Tunnel between England and France, it would appear that this long-discussed project is at length taking a practical shape. It has, in fact, been stated that the British Government is now in favour of it, and has issued instructions to Sir H. Llewellyn-Smith and a Board of Trade delegation now in Paris examining the scheme. They are serving on a Committee of the Peace Conference which is also considering the construction of tunnels under the Bosphorus and the Straits of Gibraltar. The Channel Tunnel Committee of the House of Commons has been summoned to meet on March 17.

The French Government has long favoured the idea. Recent surveys showed that there are no exceptional engineering difficulties, but the original plan has been modified by the fall of cliff between Dover and Folkestone. The Tunnel, it is said, would consist of two tubes, and electric traction would be used. The British mouth would be some miles inland. The cost is estimated at £20,000,000. We reproduce here some interesting diagrams published in our issue of October 28, 1916, and drawn from materials supplied by Mr. Arthur Fell, M.P., Chairman of the Channel Tunnel Committee. The drawing of Hector Horeau's scheme appeared in our issue of November 22, 1851.—[Drawings Copyrighted in the United States and Canada.]

IN FAVOUR OF A NARENDRA MANDAL: THE CONFERENCE OF INDIAN RULING PRINCES AND CHIEFS.

PHOTOGRAPH BY A. R. DATT.



WITH THE VICEROY OF INDIA, LORD CHELMSFORD (FRONT ROW, SIXTH FROM LEFT), WHO ADDRESSED THEM: RULING PRINCES AND CHIEFS OF INDIA IN CONFERENCE AT DELHI.

This remarkably interesting photograph was taken during the Conference of Ruling Princes and Chiefs of India held at Delhi, in January 1919. Reading from left to right, the names are (Front Row, seated): H.H. the Maharaja of Navanagar; H.H. the Maharaja of Alwar; H.H. the Maharaja of Kishengarh; H.H. the Maharao of Cutch; H.H. the Begam of Bhopal; H.E. the Viceroy; H.H. the Maharaja of Jaipur; H.H. the Maharao Raja of Bundi; H.H. the Maharawal of Jaisalmer; H.H. Maharaja Bahadur Sir Pratap Singh of Jodhpur; H.H. the Maharaja of Sikkim; (Second Row): H.H. the Raja of Jhabua; H.H. the Maharaja of Dattia; H.H. the Raja of Sitamau; H.H. the Maharaja of Dhar; H.H. the Maharaja Scindia of Gwalior; H.H. the Maharaja of Kashmir; H.H. the Maharaja of Dewas (Senior Branch); H.H. the Raja of Rajpipla; H.H. the Maharaja of Kapurthala; H.H. the Maharao of Kotah; H.H. the Maharaja of Kolhapur; H.H. the Maharaja of Dewas (Junior Branch); (Third Row): H.H. the Maharaja of Dharangadhara; H.H. the Nawab of Palanpur; The Thakur Sahib of Limbdi; H.H. the Raj Sahib of Wankaner; The Raja of Sangli; The Thakur Sahib of Gondal; The Raja of Baria; The Nawab of Loharu; (Back Row): H.H. the Raja of Chamta; H.H. the Nawab of Malerkotla; H.H. the Raja of Tehri; H.H. the Maharaja of Bharatpur; Kanwar Sahib of Limbdi; H.H. the

Maharaja of Patiala; Raja Sir Hari Singh of Kashmir; H.H. the Maharaj Rana of Dholpur; The Tika Sahib of Kapurthala; Nawabzada Aziz-ud-din Ahmed Khan of Loharu; The Hon. Sir John Wood; Col. R. E. Holland; Capt. C. M. G. Gordon Ives; Mr. J. C. B. Drake. The Conference was addressed by the Viceroy, Lord Chelmsford, and a reply was read by the Maharajah Scindia of Gwalior, who spoke enthusiastically of the proposed reforms and the appointment of Lord Sinha as Under-Secretary for India. The Conference discussed with particular interest the suggestion that a definite line should be drawn between those Indian Rulers who possess full powers of administration and those who do not. This distinction would affect the proposed Council of Princes, the proposed creation of which was warmly welcomed by the Conference. It was suggested that the Council should be given the Indian name of Narendra Mandal (Chamber of Princes). Various other questions relating to Indian reforms were considered. At a recent dinner to Lord Sinha in London, the Maharajah of Bikanir, who presided, emphasised the fact that the Princes of India, who "belonged to no political parties," were in favour of reforms. "Their only concern was," he said, "to see such measures adopted as would further popularise, strengthen, and preserve the ties that bound England and India together."

A REVOLUTION IN AIRSHIP BUILDING: HELIUM—A NON-INFLAMMABLE GAS.

"THERE is a widely spread belief," writes Ladislav D'Orsy, M.S.A.E., in the *Scientific American*, "that the war—or rather, the aeroplane, has 'killed' the airship for military if not for naval purposes. That is a totally erroneous notion. What has come pretty near superannuating the airship as an instrument of warfare for over-land operations is not the aeroplane; it is the unduly high fire risk involved in the use of hydrogen, the gas wherefrom airships have hitherto derived flotation. To-day the great problem is solved; for American enterprise, engineering skill, and ingenuity have succeeded in developing apparatus for the production of helium in large quantities and at a comparatively low cost.

"Helium, an inert, non-inflammable gas, the second lightest known (the lightest being hydrogen), is relatively abundant in all minerals which contain radium, thorium, or uranium, such as thorianite, cleveite, etc., but the operation of separating helium from these minerals has involved such a great expense—2400 dols. (£180) *per cubic foot*—that its use as a hydrogen substitute was never seriously considered until the war. By next spring helium will be produced in the United States on an industrial basis and at a cost of approximately

80 dols. (£16) *per 1000 cubic feet*. When the United States declared war on Germany the British Air Board called the attention of the American Government to the industrial production of helium. The problem was promptly taken up by the Bureau of Mines and the Aircraft Board, as a result of which experimental plant was constructed. A large production plant, to cost about 2,000,000 dols. (£400,000), is now being built at Fort Worth, Tex., by the Bureau of Steam Engineering and Yards and Docks of the Navy Department.

"When the armistice was signed, 150,000 cubic feet of helium was ready to be shipped abroad for use in American observation balloons, and plans had been perfected for the construction of a large Anglo-American fleet of rigid helium-filled airships for the purpose of conducting a large-scale bombing campaign against Germany's strategic centres. The principal, though by no means sole, drawback of hydrogen is, as has been said before, the extraordinary inflammability of this gas. Even the best balloon fabrics are not wholly gas-tight, and a small quantity of leaking hydrogen would, under certain conditions, suffice to cause disaster. A further element of danger was introduced in that rubberised fabric becomes self-electrified in

dry air, and emits sparks when creased in any way. Another serious drawback of hydrogen is its ability to form an explosive mixture when mixed with a certain quantity of air. On rigid airships, where the gas-bags proper are surrounded by an outer cover, the 'ring space' thus formed contains more or less stagnant air which gradually becomes charged with the hydrogen leaking from the gas-bags. Helium, besides being, as has already been said, absolutely non-inflammable, also refuses to be absorbed, and therefore cannot form, through diffusion in air, an explosive mixture; hence it eliminates in the airship the principal elements of danger and promises to bring about a revolution in aerial navigation. Helium possesses only a small drawback—its lifting force is about 8 per cent. smaller than that of hydrogen, because helium is about twice as heavy as the latter. Helium will thus lift about 65 lb. *per 1000 cubic feet*, as against 70 lb. for commercial hydrogen.

"With the fire risk eliminated, it will be possible to fit the engines into the hull proper of rigid air-ships, and thus design a more efficient propelling system, this will produce a more homogeneous *ensemble*, almost absolute streamline shape, greater structural strength, and better all-round performance."

CHESS AND DRAUGHTS.

THE old controversy as to whether chess or draughts is the finer game has lately been revived; and if the question were to be decided by counting noses—which is how we choose our political masters—chess would certainly be a bad second. The number of chess-players is somewhat rapidly increasing, yet they are still a small company (even if the tyros called "wood pigeons" by my friend Mr. Amos Burn be included) in comparison with the votaries of draughts. But majority rule does not hold good in artistic or scientific controversies, which must be settled, if they can be settled at all, by weighing the arguments *pro* and *con* in psychical balances. And as a lover of both games, classed 1 A in the City of London Chess Club, which is easily the strongest in this country, and in the past just a shade below first-rate amateur form in the more popular pastime, perhaps my own opinion may be worth considering.

Edgar Allan Poe thought draughts, or "checkers" as it is called in America, the subtler and more profound game. There spake not the mystical poet, weaving magical harmonies out of workaday words, but the first and not the least skilful of the inventors of detective tales—a prototype of the creators of Sherlock Holmes, Sexton Blake, and Arsène Lupin. The mathematical mind finds in

it a kind of enacted mathematics in which hard thinking can find a logical victory, even though it lies 20 or 30 moves away in the future of a contest with the opposed intelligence. Here is the secret fascination, as I have felt it, of draughts for the mathematician. On the other hand, the fact that the fate of a game can be logically and finally deduced from the very first move (*e.g.*, the variations, arising from 11-15 have been so thoroughly analysed that among good players it almost inevitably leads to a draw) diminishes its variety, and gives too much advantage to mere memorising. And, since the theatre of mathematical warfare is confined to 32 squares—half the number used in chess—and there are only two kinds of pieces in the field, it is inferior to chess in range and variety of strategy and tactics. Moreover, it has not the far-descended traditions of the "Game of Kings" which was the fashionable pastime in mediæval castles throughout Europe, and a part of every noble's education in *chevalerie*—indeed, the noble lover disguised as a menial was often detected, in the love-tales Don Quixote loved, because of his knowledge of chess. Mr. H. J. R. Murray, the greatest living authority on board-games, thinks that draughts is really a humble child of chess. Chess was its mother, so to speak, and the Spanish game of Alquerque its father. From the former

were derived the diagonal move of the men, and the idea of crowning a man; while the method of capturing and "huffing" came from Alquerque.

For all that, there was a time when chess had a stronger grip on my imagination than the more varied and picturesque game I now prefer. The truth is, I had to drop playing draughts seriously because the vicissitudes of a hard-fought game would remain as an obsession in my mind for hours—nay, days—afterwards. I can still mentally play through a game I had with the Herd Laddie, in which the opportunity of a fine sacrifice was missed by the poor amateur. I found myself suffering at times from an uncanny variety of draughts nightmare, in which I wandered over an illimitable board, trying in vain to control vast armies of men, some of which would arise in coveys on far horizons and capture their enemies by the score. So it seemed better to cultivate chess, which has never caused me a moment's sleeplessness, gives me many a glimpse of the strange beauty immanent in the progression of inanimate symbols, and has provided me with many a kind and pleasant acquaintance—especially at the City of London Chess Club, where I devote my scant leisure to worshipping at Caissa's shrine in the company of the faithful.

By E. B. OSBORN.

THE ARABS IN MESOPOTAMIA.

ON another page are shown photographs typical of the Arab in Mesopotamia, a very important section of the Arabian race which now, for the first time since the break-up of the Empire founded by Mahomed, is to be given the opportunity of shaping for itself, under the guidance of European "mandatories," a self-governing future. A great deal has been heard of late of the Arabs of the Hedjaz, their King, and his picturesque son, the Emir Faisal; and we have heard, too, of the Arabs of Shammar and the Yemen, inhabitants all of Arabia proper; but other Arabs there are, dwellers in the cultivated delta watered by the Tigris and Euphrates, of whom little has been written, but who, nevertheless, have to be taken into account in the settlement of the Arabian question.

The Arabs of Mesopotamia came into the country originally from the south—from Arabia. There they were more or less nomadic, breeders of camels, cultivators only in the highlands; in the rich delta lands of Mesopotamia they found conditions which gradually transformed them into permanent cultivators of and dwellers on the soil; and this, in Mesopotamia, is what they are to-day. That which caused the Arabian peoples of Mesopotamia to emigrate was over-population.

Even such a sparsely-populated land as Arabia can have a population limit—and with a nomadic people population-space is not to be judged from square mileage. Almost the only direction in which the Arabs could emigrate, without crossing the sea, and excluding Syria and Palestine (which were well-peopled) was Mesopotamia, and thither they went—to discover that they could no longer roam over wide spaces with their camels, taking toll as they went, and "making hay" at various oases. They encountered now large agricultural tracts, with only here and there stretches of desert lands, and accordingly they became tillers of the soil, shepherds and herdsmen, and numbers of them applied themselves to the cultivation of the date, in time making Mesopotamia one of the greatest date-producing countries of the world.

But in the process of conversion from nomads, sons of the desert, to settled cultivators, they lost caste with the Bedouin, the true nomads of Arabia and type of the pure Arab, who have consistently refused to intermarry with them and look upon them with scorn. This notwithstanding, some of the Arabs of Mesopotamia can boast an illustrious ancestry—for instance, the Bani Tamin, who

were masters of the whole of Central Arabia before the time of the Prophet; the Bani Lam; and the Sa' Dun, sprung from a Meccan family closely related to the Sharif. The Sa' Dun are overlords of the Muntafik Confederation of Mesopotamian Arabian tribes, a federation which is said to include no less than 200,000 Arabs—a big total for an Arab population; and as such they possess a great amount of influence, which has been placed very largely at the disposal of the Allies during the war, in spite of the fact that a good deal of their land lay within the Turkish zone.

It must not be supposed that the Arabs of Mesopotamia are altogether exemplary characters. They vary considerably. Some have by no means a clean crime-sheet; but then, tribal rule and tribal law are the only restraining influence they have ever known. The Turkish writ (never coinciding with the Arabian idea of things) scarcely ever ran beyond the large towns, and the Mesopotamian Arab is a dweller in villages. He is also a patient cultivator, an easily-contented person; and he possesses an adaptability which can be—and one hopes will be, from now onwards, under a sympathetic "mandatory"—turned to the best account.

By EDWARD E. LONG.

IN THE LAND OF THE SA' DUN: ARABS OF MESOPOTAMIA.



ON THE ROAD BETWEEN BAGHDAD AND BASRĀ:
A TYPICAL ARAB GROUP.



UNDER BRITISH SUPERVISION: AN ARAB LABOUR CORPS
LOADING SUPPLIES AT KURNA.



WITH A BULLOCK-DRAWN WATER-CART:
AN ARAB BOY IN BAGHDAD.



"ADOWN THE TIGRIS": MAHELAS TRANSPORTING THE KIT OF A GURKHA REGIMENT
ON THE RIVER.



HOW SHOPPING IS DONE IN MESOPOTAMIA: AN ARAB BAZAAR
AT BASRA.



ARMED WITH RIFLES: TWO ARAB SHABANAS IN THE DESERT
NEAR BABYLON.

In an article given on another page of this number the writer says: "The Arabs in Mesopotamia are a very important section of the Arabian race which now, for the first time, is to be given the opportunity of shaping for itself, under the guidance of European 'mandatories,' a self-governing future." After an outline of their early migrations, the writer continues: "Some of the Arabs of Mesopotamia can boast an illustrious ancestry; for instance, the Bani Tamin, who were masters of the whole of Central Arabia before the time of the Prophet, the Bani Lam, and the Sa' Dun, sprung from a Meccan family closely

related to the Sharif. The Sa' Dun are overlords of the Muntafik Confederation of Mesopotamian Arab tribes, which is said to include no fewer than 200,000. They possess great influence, which has been placed very largely at the disposal of the Allies. . . . It must not be supposed that the Arabs of Mesopotamia are altogether exemplary characters. They vary considerably. Some have by no means a clean crime-sheet, modern rifles having proved a great source of temptation, and steamer-sniping an interesting pastime. . . . The Mesopotamian Arab is a dweller in villages. He is also a patient cultivator."

QUELLING DÜSSELDORF SPARTACISTS: GERMAN AND BELGIAN TROOPS.

BRITISH OFFICIAL PHOTOGRAPHS.



WITH CAPTURED SPARTACIST RIFLES (IN THE FOREGROUND): GERMAN GOVERNMENT TROOPS AT THEIR HEADQUARTERS IN DÜSSELDORF.



RESTORING ORDER IN DÜSSELDORF: GERMAN GOVERNMENT TROOPS BRINGING IN A PARTY OF SPARTACIST PRISONERS.



BARBED-WIRE BARRICADES AND A "SHOOT AT SIGHT" WARNING: BELGIAN TROOPS GUARDING A BRIDGE AT DÜSSELDORF.



THE BELGIAN BRIDGEHEAD ON THE RHINE AT DÜSSELDORF: A QUEUE OF CIVILIANS WAITING TO BE SEARCHED FOR FIRE-ARMS.



TRENCH ARTILLERY READY FOR USE AGAINST DÜSSELDORF SPARTACISTS: A MORTAR CREW OF GERMAN GOVERNMENT TROOPS.



WITH THE GERMAN GOVERNMENT FORCES IN DÜSSELDORF: A DESPATCH-RIDER DECORATED WITH THE IRON CROSS.

Düsseldorf has for many weeks past been the centre of Spartacist disturbances. On February 26 the Belgian force occupying the Rhine bridgehead found it necessary to stop all communication between the town and the west bank of the Rhine. Barbed-wire barricades were placed across the eastern approaches to the bridge on the Düsseldorf side, and machine-guns were put in position at various points. The town was dominated by a Spartacist Council of Five, who demanded the release of all prisoners taken by German

Government troops in the previous fighting. A Spartacist force entrenched themselves beyond the eastern suburbs to await attack by Government troops. On March 1, however, when a strong Government force arrived, the Spartacists, numbering about 1,500, dispersed. About 500 were taken prisoners, including their leader, Schmitgen. Order was restored, and the barbed-wire barrier was removed, so that thousands of people from Obercassel were able again to cross the bridge and resume their work in Düsseldorf.

SOMEWHERE IN FRANCE: THE "CIVILISATION" OF A TANK.

DRAWN BY H. W. KOEKKOEK, AFTER AN ILLUSTRATION IN "POPULAR MECHANICS."



A PEACE-TIME USE FOR TANKS: ONE OF THE FRENCH ARMY'S ARTILLERIE D'ASSAUT REPLACING THE TOW-PATH HORSE FOR PULLING BARGES ON A CANAL.

The problem of turning swords into ploughshares is rather more complicated now than it was in the days when that expression was used literally instead of metaphorically. Some of the scientific killing-machines evolved by the war do not lend themselves readily to the uses of peace, and it might have seemed difficult, at first sight, to suggest any civil purpose to which a Tank might be turned. Peace, however, has her transport systems no less than war, and there is always work to be done by a powerful tractor. In this way, French ingenuity has devised a plan for the "civilisation" of the armoured monsters

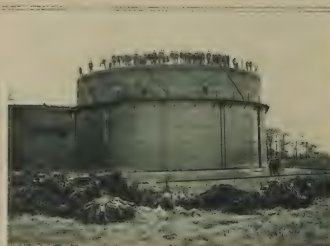
known to the French Army as *artillerie d'assaut*. After all, it is more practical than turning them into scrap iron, or setting them up as war-trophies of the "white elephant" variety. Our drawing, adapted from one in the February number of that interesting American magazine "Popular Mechanics," by courtesy of its editor, shows a French Tank hauling barges along a canal "somewhere in France." The Tank, it is said, doubles the speed of the tow-path horse, which was about one mile per hour.—[Drawing Copyrighted in the United States and Canada.]

LIKELY TO ATTEMPT THE ATLANTIC: THE NEW GIANT ARMSTRONG-WHITWORTH "R 33"—HER MAIDEN FLIGHT.

PHOTOGRAPHS BY C.N. SPOT AND GENERAL ILLUSTRATIONS BY REAT.



PREPARATIONS FOR THE FLIGHT: RELEASING HYDROGEN GAS FROM SPECIAL CYLINDERS INTO A GASOMETER.



WITH MEN STANDING ON TOP TO PRESS DOWN THE GAS: THE HYDROGEN GASOMETER FROM WHICH THE BALLONNETTES ARE FILLED.



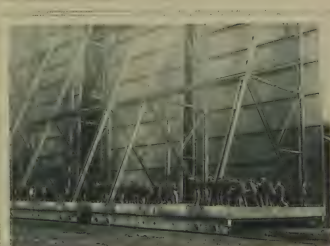
THE GREAT AIRSHIP ISSUING FROM HER HANGAR: PARTIES OF MEN AND WOMEN HAULING ON THE ROPES.



WOMEN WHO HAD VOLUNTEERED TO ASSIST: GIRL WORKERS OF THE HARLOW AVIATION WORKS HAULING A ROPE.



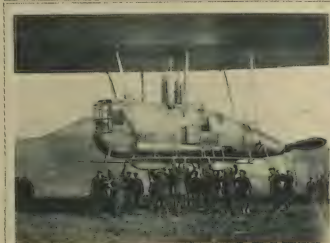
THE RETURN OF "R 33" AFTER HER SUCCESSFUL TRIAL FLIGHT: ON TO THE



EACH 125 FT. HIGH AND WEIGHING 175 TONS: THE FOUR GREAT DOORS OF THE HANGAR BEING OPENED.



LIKE A HUGE TARGET, 50 FT. ABOVE THE GROUND: THE NOSE OF "R 33" SHOWING IN THE OPENED HANGAR.



WITH THE WIRELESS OPERATOR AT HIS CABIN DOOR: THE PORT SIDE CAR AMIDSHIPS.



THE TRIAL FLIGHT OF THE "R 33" NEAR SEEDY ON MARCH 6: ONE OF THE CARS AMIDSHIPS.

The giant dirigible "R 33" built for the Royal Air Force by Messrs. Armstrong, Whitworth and Co., at the Barlow Aviation Works, near Selby, Yorkshire, made her trial flight there on March 6, with great success. She was in the air about three hours, circling between York, Doncaster, and Leeds, and steering it at a distance of some 125 miles. Throughout the trip she was in wireless telegraphic communication with the ground. Near York she made a full-speed trial, going well over sixty miles an hour at a height of 2,000 ft. There was no formality or naming ceremony at the launch. The proceedings began with the opening of the great doors of the hangar, which took half an hour. They are built in four sections, running on rails. Each section is 120 ft. high, and weighs 175 tons. Forty men manned each of the four winches. Four hundred of the men and women who had helped to build the ship hauled

on to the ropes to pull her out. Then, at the sound of a bugle, all let go, and the great craft rose into the air. On her return she descended to within 100 ft. of the ground, and then lowered trailing ropes, which the land party grasped to haul her back, half-drag, into the hangar. There were five officers on board, with a crew of 23 and one passenger. The "R 33" is the largest ship ever built in this country and superior to the German super-Zeppelins. She is 670 ft. long and 80 ft. wide, with four gondolas fitted with five Babcock "Mans" engines, each of 500 h.p. She weighs less than 30 tons, with her 19 ballonets filled with hydrogen, and displaces 60 tons of air, so that she can lift 30 tons besides her own weight. She has a cruising range of 4,000 miles, and it is believed that she will, later, attempt to fly the Atlantic. A sister ship, "R 34" has been built by Messrs. Beardmore, on the Clyde.

THE WORLD OF FLIGHT

ON THE WORLD'S GREATEST FLIGHTS.

By C. G. GREY,
Editor of "The Aeroplane."

SOME time ago it was suggested that one should write an article on "The World's Greatest Flight." The retort was obviously the question, "What was the world's greatest flight?" And the answer is very much less obvious. The maker of the suggestion explained that he meant the comparatively recent flight from England to the East, or Ipswich to India, as the alliterative journalist loves to call it. But it is quite possible to argue, without in the least being rude to the gallant and distinguished officers who made the journey, that, though theirs may have been the longest voyage made by aeroplane, it is not the "greatest" flight, because such a great organisation was available to make preparations for them. Everything of the best in the aeronautical world was at their disposal, and all the experience of the war was used to make the flight a success.

At the finish it proved to be a triumph of skill and endurance on the part of the pilots and their mechanics; for, owing to the breakdown of the two after-engines of their four, the pilots—relieving one another at intervals—had to keep the machine in the air with two engines only; and, owing to the breakdown of the petrol-pumps, the mechanics had to keep on pumping fuel for the engines for hours on end. Despite all this, and the fact that they finished the journey in complete darkness, the pilots only lost 400 feet in height during the last thirty miles of their journey with their two over-worked engines, having got their height at the beginning of the last stage with three engines—one of the after-engines being then still working.

What the flight did prove quite conclusively is that we have not yet reached the stage when one aeroplane with one set of engines can set out from England and fly straight off to India. There is nothing particularly disappointing about that, for it is the custom on railway lines to change engines at certain fixed points. The fact remains that the flight of Captain Maclaren, R.A.F. (the chief pilot), and his various passengers over their various stages from England to India with a Handley-Page biplane and four Rolls-Royce engines was a very fine affair, and deserves to go on record as the greatest aeroplane voyage of the period. The pilot himself would be the last person in the world

that the recent flight by two R.A.F. officers on a D.H.9 Airco biplane with a Napier "Lion" engine to a height of approximately 30,000 feet (the precise height is still uncertified at the time of writing) was the "World's Greatest," because he himself would rather fly 3000 miles at 5000 feet than 50 miles at 30,000 feet.

The truth of the matter is that there is no such thing as the "World's Greatest Flight," except, perhaps, the flight made by Mr. Orville Wright at Dayton, Ohio, U.S.A., on Dec. 17, 1903. That was the first authentic and voluntarily controlled flight ever made by man, and therefore it has some claim to be considered as the "World's Greatest." Incidentally, it is quite an interesting fact that Mr. Orville Wright, the first human being to fulfil man's age-long ambition to fly, is not only still alive, but is still flying regularly on experimental aeroplanes of his own devising. To-day when we talk glibly of Round-the-World air lines, when there are tens of thousands of people who can fly more or less, when there are hundreds of thousands of aeroplanes, when men travel at 150 miles an hour through the air, and have flown at a height of six miles above the ground—the first man who ever flew is still flying, sixteen years afterwards, purely for his own amusement and in the interests of scientific research.

The sheer rapidity of aeronautical development—which has been so remarkably easy and cheap, despite all the lives and money squandered on it during the war—only makes one believe the more firmly that the first human flight was the World's Greatest Flight, if only because "Il n'est que le premier pas qui coûte." Still, there have been other great flights, which have been in their turn the World's Greatest at the moment, because they have marked an epoch in flying, or have opened a new chapter in the world's history. For example, there was that wonderful flight by M. Louis Blériot in July 1909 from Calais to Dover, on his funny little "Type XI" monoplane, with a three-cylinder Anzani engine of a nominal 20-h.p. It proved that Great Britain was no longer an island, and demonstrated for those who had eyes to see that our future lies in the

air as much as or more than it lies on the sea. And finely some of us were ridiculed for saying so at the time! Now most moderately intelligent people agree with us.

Following that flight came the great performances at the first Aviation Meeting at Rheims in August 1909, when the late M. Latham (on an Antoinette monoplane) and M. Paulhan (on a Farman biplane) each flew more than a hundred miles without a stop. Those also were the World's Greatest of the period. Nothing much happened



THE VISIT OF A SIAMESE PRINCE TO A FRENCH COASTAL AIRCRAFT STATION: LAUNCHING A SEAPLANE AT CAZEAUX.—[French Official Photograph.]

in 1910, but 1911 brought several great flights. Lieutenant Jean de Conneau, of the French Navy, on a Blériot with a Gnôme engine, won the race from Paris to Rome, as well as the race over a course Paris-Amsterdam-Brussels-Calais-London-Paris, and the famous London-Edinburgh-Bristol-Exeter-Brighton-London race. The late M. Roland Garros, on a Morane monoplane, won the Paris-Madrid race. All these were the greatest of their period, and demonstrated the possibilities of the aeroplane as a vehicle of travel. At the end of 1911 America scored her second epoch-marking flight, when Mr. Glenn Curtiss flew an aeroplane of his own make, and fitted with a pontoon float, off water for the first time, thus creating the first seaplane. That also was the World's Greatest Flight, in the historical sense, up to that period.

In 1912 the late Eugen Ely flew a Curtiss biplane of the ordinary type off an American warship and landed on the shore, and later he flew from the shore and alighted on the deck of a ship. These were the beginning of naval aeroplanes, as distinct from seaplanes, and were the great historical events of their day.

The year 1914 was undoubtedly the Great Year of aviation. In it England demonstrated the superiority of the small tractor biplane, by means of the Avro and Sopwith. The Germans copied these machines, produced wonderful engines, and the results, just before the war, were Rudolf Schmidt's astonishing non-stop flight of 24 hours and 12 minutes, on July 10, 1914; and Suvelack's cross-country non-stop flight of 1000 miles from Berlin to the Turkish frontier with a passenger; and Oelrich's altitude record of 25,725 feet—all the World's Greatest Flights of their kind. The first two remain unbeaten. Then came war, and the World's Greatest Flights developed in a different direction. Fighting, bombing, reconnaissance, combats with troops on the ground, took the place of record-breaking, and one can claim that the Greatest Flights were made by British pilots on British aeroplanes with British engines.



A SIAMESE PRINCE AT A FRENCH SEAPLANE STATION: WATCHING A MACHINE MADE READY FOR FLIGHT, AT CAZEAUX.

The Siamese are keenly interested in aviation, and make skilful pilots. It may be noted that the Peace Delegates from Siam, who reached Paris last month, include Prince Traidos, Under Secretary for Foreign Affairs, and Prince Charoon, Siamese Minister in Paris.—[French Official Photograph.]

to claim it as the World's Greatest Flight. Probably he would regard it as being all in the day's work, and would point to something which was out of his own line of business as being the "World's Greatest." He might, for instance, say

A REVOLUTION IN AIRSHIP-BUILDING: HELIUM—NON-INFLAMMABLE GAS.

BY COURTESY OF THE "SCIENTIFIC AMERICAN."



1. HELIUM COMPARED WITH HYDROGEN FOR AIRSHIP GAS-BAGS: THEIR RELATIVE LIFT, AND THE GREAT REDUCTION IN THE COST OF HELIUM.

We reproduce these remarkably interesting diagrams from the "Scientific American," by courtesy of the Editor, together with an explanatory article on another page. It is pointed out that the substitution of helium, a non-inflammable gas, for the inflammable hydrogen hitherto used, will revolutionise the construction and commercial possibilities of

2. MAKING POSSIBLE ENGINES INSIDE THE SHIP; AND A STREAM-LINE DESIGN: AN AMERICAN ARTIST'S IDEA OF A HELIUM-FILLED DIRIGIBLE.

airships. It will make them infinitely safer, by eliminating the risk of fire. The engines could be placed inside the shell, bringing the propellers on the axis of head-resistance, which would be reduced by giving the airship a stream-line shape, without suspended cars. Helium is being produced on a large scale in America, and its cost has been much reduced.

SMOKE-SCREENS AGAINST U-BOATS: A REMINISCENCE OF "THE CRUELLEST PIRACY THE WORLD HAS EVER SEEN."



AFTER A SUBMARINE HAD BEEN SIGHTED ASTERN: A SHIP DROPPING SMOKE-FLOATS TO SCREEN HERSELF FROM GUN-FIRE AND CONCEAL HER MOVEMENTS.

During the war we illustrated frequently the use of smoke-screens at sea, and also on land, and though the submarine peril does not now beset our ships, the dramatic and picturesque quality of this photograph, which has just reached us, warrants a return to the subject. It is also a timely reminder of what Mr. Lloyd George described recently, to a deputation from the British Mercantile Marine on the subject of compensation to be paid by Germany, as "the cruellest and most infamous exhibition of piracy the world

had ever seen." The deputation stated that "nearly 27,000 British seamen had been brutally murdered on the high seas during the war," and that the total deaths, including those due to exposure, were at least 20,000. The Prime Minister replied that the British sailor's claim for compensation would be the first put forward by our Delegates at the Peace Conference, and he pointed out that, but for the heroism of the men of the Merchant Service in braving the submarine danger, the Allied cause would have collapsed.

SCIENCE JOTTINGS



ORDERING AT BURGHERS TREPASSEING IN THE 18TH CENTURY.
STUDENTS OUT OF SCHOOL (18th CENTURY)



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOSTER OF A CATHEDRAL:
STUDENTS IN SCHOOL (18th CENTURY)

THE AFTERMATH OF WAR.

HAVING regard to the virulence which "Influenza" has recently developed, and of its ravages among us, rumours of invasion by yet other terrors in the form of diseases till now unknown within the confines of the British Islands, as well as the reintroduction of diseases which have long since been stamped out, are distinctly disconcerting. It may be that unnecessary alarm has been raised; but, in view of what is known of these diseases, it is certainly wise to take no chances. The most formidable of these new foes are trench-fever, sleeping-sickness, and malaria, the "germs" of which are being introduced by stricken soldiers from the various battle-fronts.

Within a few miles of London, I am told, there are six or seven cases of sleeping-sickness; and within the London area itself deaths from this dread disease have occurred quite recently. Now, theoretically, sleeping-sickness could not be transmitted in this country, because the carrier thereof, the Tsetse-fly, is not only not a native of these islands, but it could not live here even if introduced. It may, however, find other carriers. It would seem, indeed, that this is the case, since many of the victims now suffering from this disease have never been in Africa—or, indeed, out of England. One cannot explain their condition, except on the supposition that they have become infected through the bite of some insect carrying the parasite causing the disease. We have to discover what this new host is. Suspicion will naturally first fall upon a near relation of the tsetse-fly, *Stomoxys calcitrans*, which is, unhappily, one of our native insects. It has no name in common speech, because it is always confounded with the common house-fly, which it closely resembles, though it is rather more distinctly spotted with grey and black. Houses in the vicinity of stables are especially liable to visits from this pest, and when it "bites"—or rather, stabs—with its stiletto-like tongue, the stab is always attributed to some particularly vicious house-fly which has taken to "biting."

Should such a fly bite an infected person, it is bound to take up with the blood, for the sake of which the bite was inflicted, some of the parasites causing the disease. Should the fly immediately afterwards bite another and a healthy person, some of the infected blood will be transmitted, and the disease will probably soon after manifest itself. But the fly still remains capable of carrying the infection,

for the ingested parasites will presently make their way to the salivary glands and there multiply, so that, after a period of harmlessness, it again becomes capable of infection, for the

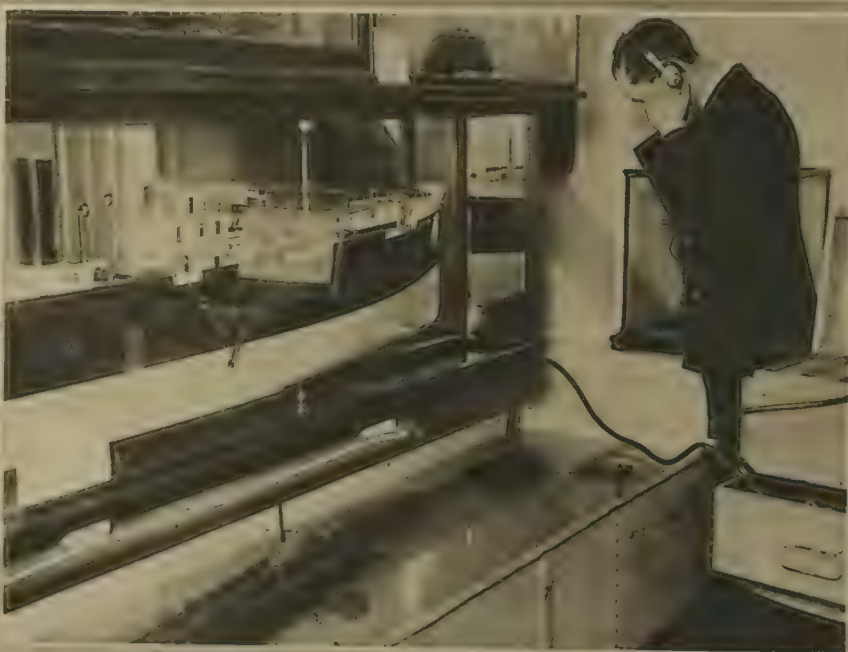


SECRET SCIENCE OF THE WAR: AN UNDER-WATER TELEPHONIC DEVICE FOR DETECTING SUBMARINES—A GENERAL SERVICE HYDROPHONE.—[Photograph by G.P.U.]

new organisms, which have multiplied within the glands, will pass down the proboscis into the blood of all who may be bitten, till the glands are emptied of their parasites.

But besides this fly, which has not yet been convicted as a carrier, there is the possibility that the bed-bug may also similarly act as a carrier. It has been found to be capable of carrying infection, as a result of experiments carried on with the blood of sleeping-sickness patients in Africa. Other possible carriers are the flea and the louse. The louse is certainly, and the rat possibly—though indirectly—a carrier of trench-fever. The rat-flea may convey infection from the rat to the human body. Where men are crowded together in camps the louse is a formidable foe; but under normal conditions, save in those who live in squalor and dirt, it is a negligible factor. But the more nimble flea is by no means so easy to ward off; and it is distributed with amazing facility by means of public conveyances, where, especially nowadays, people are perforce crowded together. One cannot help suspecting that the rat-flea is the distributor of spotted fever, which has proved so virulent in camps, where rats, of course, swarm.

Men unhappily suffering from elephantiasis, filariasis, and malaria are also likely to arrive among us, for treatment in our hospitals. They will probably be too carefully guarded to run much risk of being bitten by mosquitoes, which are the carriers of these diseases. But there is the possibility that patients, discharged as cured, may yet retain a few parasites. Therefore all who have suffered from such infection should be specially warned, for a long time to come, to avoid living in areas where mosquitoes are common—as in the vicinity of marsh and fenland.



WITH A MODEL U-BOAT IN A TANK TO INDICATE THE METHOD: A NAVAL OFFICER USING A HYDROPHONE, A LISTENING-DEVICE FOR THE DETECTION OF ENEMY SUBMARINES.—[Photograph by G.P.U.]

The risks of invasion by these new terrors are not, perhaps, great; but they are undoubtedly present, as these mysterious cases of sleeping-sickness show. We stand, without doubt, in far greater danger of the spread of diseases which have long been scourges among us, and which are largely transmitted by the rat, through its fleas. Yet, with a strange apathy, we make but the feeblest efforts to rid ourselves of this pest—even though we are being assured—and there is no room for doubt about the warrant for such assurances—that this pest is rapidly increasing. A friend writes me even to-day that in Norfolk rats are a veritable plague. And what is true of Norfolk is, as a matter of fact, true of the country generally.—W. P. PYCRAFT.

SIAM'S THANKSGIVING FOR THE ALLIED VICTORY: A GREAT OCCASION.



AN IMPOSING REVIEW: SOLDIERS, SAILORS, AND SCOUTS, COMMANDED BY THE CHIEF OF THE GENERAL STAFF, PREPARING FOR PRAYER.



WATCHING THE CEREMONY FROM HER CAR: THE QUEEN-MOTHER OF SIAM.



THE SOVEREIGN'S ARRIVAL: H.M. KING RAMA VI. (CENTRE BACKGROUND) IN THE ROYAL PAVILION.



A PICTURESQUE SCENE AT THE VICTORY CELEBRATIONS IN SIAM: A GENERAL VIEW OF THE CONCOURSE AND THE ROYAL PAVILION.

These interesting photographs illustrate a great ceremony of Thanksgiving for the Allied victory held in Siam on December 2 last. The King, Rama VI., is seen standing inside the Royal Pavilion just after his arrival, in the background of the right-hand photograph in the middle of the page. He was educated at Sandhurst and Oxford, and succeeded to the throne in 1895. He is the author of a book on "The War of the Polish Succession." It may be recalled that Siam took an active part in the Great War, and a contingent of

Siamese troops, under Major-General Phya Bhikai Janridh, arrived in France last August, receiving an enthusiastic welcome. A few weeks ago a Siamese Delegation reached Paris for the Peace Conference, including Prince Traidos, Siamese Under-Secretary for Foreign Affairs; Prince Charoon, Minister in Paris; and Phya Bubbhad Kosha, Minister in Rome. On our "World of Flight" page in this number one of the Siamese Princes is seen at a French coastal air station, watching the launch of a seaplane.

"THE CLAPHAM JUNCTION OF THE AIR": A CLOUDLAND "SIGNAL-BOX."

DRAWN BY FRANCIS E. HILFY.



THE CLOUD-WISE LIGHTS OF EGYPT: A PHENOMENON OF THE NEAR FUTURE—A KITE-BALLOON (WITH AN OBSERVER DESCENDING IN A TRAVELLING CAR) MOORED ABOVE THE CLOUDS OVER CAIRO TO GUIDE COMMERCIAL AIRCRAFT.

With the coming of the commercial aeroplane comes the need of guiding lights and marks—a need at least as urgent as the "coastwise lights" of sea traffic. In the immediate future they will undoubtedly be of the type shown in the drawing. The kite-balloons developed during the war will not require much modification to make them serve the new purpose. There will be no need for a man constantly aloft, but a travelling car will be used to send an observer up from time to time to see that all is in order. A powerful lamp will be operated from the ground, and a few instruments will record electrically

to the base. These will include an aneroid registering the altitude of the balloon, and some sort of sunshine recorder to indicate when it has emerged from the clouds into the sunlight above, and so is visible to aeroplanes flying in the upper air. The balloon will also carry the aerial wires for the wireless-telegraphic receiver. In the drawing is shown a giant aeroplane of a coming type preparing to descend through the clouds to deliver and receive mails and passengers at what Lord Weir described as "the Clapham Junction of the Air."—(Drawing Copyrighted in the United States and Canada.)



The Supreme Tonic Restorative

The tests of war are ruthless in their scrutiny, for success or failure may mean either life or death. The shams and make-believes of other times soon recede into the limbo of matters useless or forgotten, while the things of worth—all that minister or help to well-being, fuller health, greater vitality, better work—stand revealed for all to see. Among the aids to success—the helps towards greater energy and fuller life—nothing stands so prominently in the front or has earned so great a reputation as Hall's Wine.

In war's emergencies and its searching tests, Hall's Wine proved its worth. Many who in the struggle were weak or worn out through worry or over-work, many who were torn by anxiety or doubt, owe to Hall's Wine their

ability to "carry on." Many owe life itself to Hall's Wine. It is impossible to over-assess the value of Hall's Wine to the individual and to the nation in the terrible days of strain and stress through which we have passed.

Hall's Wine

THE SUPREME TONIC RESTORATIVE

Thousands of doctors throughout the country are now using Hall's Wine in their own homes, and are recommending or prescribing it in nerve cases, as an aid in resisting Influenza and as a help towards a speedy convalescence after an attack. In these circumstances it is not to be wondered at that the demand for Hall's Wine has long since overtaken

the supply. The most absolute and convincing proof of the value and worth of Hall's Wine is contained in the thousands of letters received from doctors. These if published would fill many volumes; they fully justify all the claims made for Hall's Wine, and establish it beyond question or doubt as the Supreme Tonic Restorative.

Hall's Wine is sold at 5s. 6d. the large sized bottle by all Wine Merchants, Licensed Grocers and Chemists

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LADIES' NEWS.

WEDDINGS are going gaily, although it is Lent.

That of Viscount Ednam to Lady Rosemary Leveson-Gower interested a very large number of people, because bride and bridegroom have such numerous friends. Lady Rosemary nursed in London, and later at her mother's hospital near St. Malo; and Lord Ednam served and was wounded last year. The bride had not been long home from a finishing year in Dresden when war broke out. Of her mother's brilliant reign as hostess at Stafford House she knew only as a schoolgirl. That mother was married from the schoolroom on her seventeenth birthday. It was rather a romance, for a different bride had been selected for the third Marquess of Stafford. The lady was asked by her mother to a house-party, where it was hoped that the matter would be settled. Blanche Countess of Rosslyn was also asked, and as a special favour was to bring her schoolgirl daughter to keep a schoolgirl of the family company. The Marquess fell in love with the schoolgirl, who made her first curtsy at a Victorian Drawing-Room as Marchioness of Stafford, and celebrated her twenty-first birthday by voyaging round the world.

When the weather becomes more springlike, dancing will have rivals, and the Jazz will probably die out as the Tango did. Only a certain amount of physical exercise is possible to human bodies, and tennis is to be a great feature of the coming season. Matches and tournaments are now being arranged. The courts at Devonshire House, having had a long rest, should be in first-rate condition; many of those in houses round about London, so eagerly secured by well-known hostesses before the war, are being got ready; and those at Princes, Roehampton, Ranelagh, and other clubs are being played on now, and will be still more used in the near future. Then golf is coming to its own again; and men are looking out for polo-ponies.

For outdoor exercise, which is the worst enemy of illness, there is no wear so comfortable and so hygienic as Aertex Cellular Clothing. It is so woven that the heat of the body is kept as nearly as possible normal: healthy people's temperatures should not vary

whether the weather is hot or cold, or if they are exercising. This "A.C.C." is porous, and is a good non-conductor of heat—the things that science most requires of clothing. Another excellence is that it is warm in winter and cool in summer, because it keeps in its meshes a coating of non-conducting air. It is singularly

made from the very best models. It is as suitable for children as for adults, and for men as for women.

Plans of campaign for the season as to dress are fast unfolding. Change from fulness to slowness has been coming; now it is definitely and decidedly here. Evening gowns in rich fabrics such as soft ribbed silk are very elaborately embroidered in silk and in metal threads; usually several metals are employed—copper, gold, steel, and silver. One such robe closely enfolds the figure, which is apparently classically unconfined. The bodice part is upheld by bands over the shoulders, as the gown is sleeveless. Some models have one sleeve, others none; in this matter, however, wise women will be guided by their arms. The days when fashion was slavishly followed and unadmired upper limbs freely displayed are passing, if not passed. Some of our sex have not been blessed with the fay's gift to "see ourselves as others see us." To them, advice from modiste or writer is equally useless; they will go their own disastrous way!



A BLOUSE AND A JUMPER WITH THE NEW HIGH NECK.

Collars seem to be coming back into favour, especially on blouses and jumpers. They certainly give a very finished, neat effect when worn with tailor-made coats and skirts.

easily washed, and it does not shrink. Small wonder is it, therefore, that, while outdoor exercise is being eagerly anticipated, Aertex Cellular Clothing is being actively acquired. The shirts and blouses of it are very well cut and well fitting, and all the under-clothing is

of Oriental suggestion. The newest gold in brocade or embroidery is deep and red, like that of the scales of the gold-fish. From a study of new models for evening frocks it would seem that richness and softness has taken the place of glitter and brilliance.

A. E. L.

Harrods Sale of Antiques

BEGINS MONDAY, MARCH 17— BOOK FREE



Collectors and lovers of Antiques should hasten to make the most of this superb offer of Genuine Antiques of all periods at prices often below those charged for Modern Furniture. Come personally to choose from the wonderful collection if possible, but if you live too far away send for the Book of the Sale and order with confidence from that.

7806. A VERY FINE JACOBEOAN COURT CUPBOARD, in its original condition, fitted with cupboard and drawers, the upper part carved with leafage and initials, &c., while the lower portion is panelled and carved with corded borders. 5 ft. 9 in. wide. Usual Price £157 10 0. SALE PRICE £137 10 0

Hundreds of other Bargains described in the Book of the Sale.

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NEW NOVELS.

"The King's Widow."

Only a minute fraction of the earth's population knows how Kings and Princes behave, and what manner of speech comes to their tongues in their private life; and it may be that Mrs. Baillie Reynolds is correct in putting colloquial English of the loose and slangy sort into the mouths of her royalties. All we can say is that the English tutors of these foreign personages served them badly in allowing language so poverty-stricken to be more familiar to them than seemly speech. Besides, we look for the romantic illusion, in a novel of this well-known school, that these are not as lesser mortals be. To be a Princess has a magic sound; but not when the Princess (answering the Prince) says, "Hump indeed! You're enough to give me one, you young rotter!" From internal evidences, we presume that "The King's Widow" (Cassell) is not introducing its characters for the first time, and that they have possibly appeared before in another novel; but this may be a mistake.

It is, in any case, a fatiguing exercise to wander through the uncharted mazes of imaginary south-east Europe; and we suggest that the explorers of the region—Mr. Anthony Hope, Sydney Gner, Major Lindsay, Mrs. Baillie Reynolds, and the rest—should meet in committee and settle its geography for good and all. This might result in alliances between, say, Ruritania and Pannonia, and matrimonial exchanges that would provide new and refreshing material for the committee members when they returned to their profession. "The King's Widow" contains a pleasing selection of Teutonic villains, honest foresters, spies, gentlemen, and lovers; and for those who enjoy this sort of thing this is undoubtedly the sort of thing they will enjoy. But have not grim realities—the tragedies of thrones and empires in the last four years—turned even the most thrilling of royal romances in fiction into gimcrackery? We cannot say we found in "The King's Widow" anything



WITH THE BRITISH FORCES IN COLOGNE:
A SENTRY AT AN ARMY BANK.

Official Photograph.



WITH THE BRITISH FORCES IN COLOGNE: TOMMIES, OFF DUTY, IN A GERMAN MUNITION
FACTORY UNDER OUR GUARD.—[Official Photograph.]

but tinsel and wooden daggers; nevertheless, it should appeal to the very young.

"The Toys of Peace."

The publication of the last collection of "Saki's" work will recall to many people one of the most acute and delightful literary memories of their lives—the moment when they met a "Saki" story for the first time and savoured a style without parallel. Before the little slim volume of "Tobermory," and somewhere between ten and twenty years ago, you might find from time to time a *Westminster Gazette* turnover that filled you with a special joy. The neat, terse revelation of Clovis Sangrail and his circle would take your breath away. To be sure, H. H. Munro had already reconstructed Mr. Balfour as "Alice at Westminster"; but these stories made a closer appeal than political satire could be expected to do. Then came "Reginald," and "The Unbearable Bassington," and "Beasts and Super-Beasts," and "When William Came," all to be welcomed with much joy—and then the war closed down upon the fine spirit and the genius of their author. A few sketches appeared in the *Morning Post* after 1914, and the present book includes one that was written in France; but in November 1916 Munro had fallen at Beaumont Hamel, and left a gap that will never be filled—not only in the ranks of the regiment that loved him, but in the scanty array of the masters of wit and humour. There is a memoir prefixed to "The Toys of Peace" (The Bodley Head) which renders a fitting tribute to Munro's gallant and sensitive personality.

As for the tales themselves, nothing more need be said of them than that they are such as only the "Saki" whom we mourn could have written. Is there to be a uniform edition of his works, volumes small, India-papered, convenient for slipping into handbag or knapsack, or for lodging in that shelf of favourites beside the fire? We hope these tales will so arrive, with Mr. Rothay Reynolds' memoir—a little model of its kind—to keep them company.

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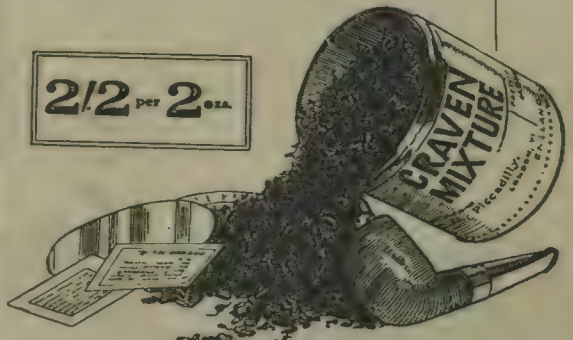
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THE PLAYHOUSES.

"THE HOUSE OF PERIL." AT THE QUEEN'S.

IF the friendly feeling and applause of a first-night audience may be reckoned on as reliable auguries of the attitude of London generally towards our newest actor-manager, and the programme with which he and Sir Alfred Butt have started operations at the Queen's, the prospects in front of "The House of Peril" and its promoters should be of the very brightest. Rarely has enthusiasm been so warm or so sustained on such an occasion; and no one will think of disputing that the reception was above the deserts of the acting. Very wisely, Mr. Nares (who is, of course, one of the most accomplished and intelligent of our younger actors) has surrounded himself with a company of first-rate players, and so has made one important provision towards deserving success. And the play on which he and his partners have relied has certainly the merit of giving the various members of a brilliant cast opportunities of using their talents. Its *venue* may not be particularly exalted in point of fact, it is drawing-room melodrama, possessing a picturesque setting in a French inland spa, and based on a story of crime which Mrs. Belloc Lowndes wrote some time ago under the title of "The Chunk in the Armour." This author knows her business. Given two girls, one Polish, the other English, who try their luck at the gaming-tables, a clairvoyante who warns them their fortunes are dangerously entangled together; two gentle-seeming Germans, man and wife, who murder guests for their money or jewels; and two lovers of the English widow, one in smart French uniform, destined to appear just in time to save the heroine from the ugly fate already dealt out to her

friend—and you have at once a striking set of characters, and all the materials for exciting, sensational drama. There might have been with advantage a little more of the element of surprise in Mr. Vachell's adaptation; and, perhaps, a somewhat sharper pace. But it has its big thrill, its moments of suspense, its pretty love-scenes, and a fair amount of piquant dialogue. And it is splendidly

will have to show improvement on the opening venture if they are to meet with success. "Oh! Don't, Dolly," is based on Burnand's old farce, "Betsy"; but, in adapting this adaptation from the French, Messrs. Max Pemberton and Eustace Ponsonby have squeezed nearly all the fun out of it, and it can hardly be said that the musical numbers introduced make up for such a loss as that. Nor was it worth while engaging an actor of Mr. Lennox Pawle's parts and fine record if he was only to be called upon to drop newspapers about, waddle up and down the stage, and utter periodically doll-like squeaks. Fortunately, there is Mr. W. S. Percy in the cast, a comedian hailing from Australia, with a manner not unlike Willie Edouin's, admirably alert and resourceful, and capable of getting all possible point out of a song or a situation. His treatment of "Said Aaron to Moses," with its topical allusions, was the hit of the evening at the first performance, and deserved all the applause it obtained. There is also some pleasant singing on the part of Mr. Norman Williams; and Miss Ethel Baird, in the character of the re-christened Betsy, displays no little vivacity. The piece is to be given a month's run till Miss Mary Moore is ready to come back to management.



BRITISH RULE IN THE OCCUPIED TOWNS OF GERMANY: A PERMIT OFFICE FOR TRAVELLING AND TRADING ESTABLISHED BY OUR ARMY IN COLOGNE.—[British Official Photograph.]

interpreted—by Mr. Norman McKinnel, as the sinister big German; by Miss Emily Brooke, a very dainty English widow; by Miss Margaret Halstan as the doomed Polish girl; as well as by Mr. Nares, delightfully debonair and passionate as the Frenchman.

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damage sustained in the war by the Allies. Twenty thousand millions!—there is a weird fascination about such figures, at which the imagination reels. The brain is not equal to the realisation of all that it means. Let us hope that the estimate is excessive; yet, even allowing that, the inevitable question suggests itself: *Cui bono?* What good can the world reap from such an orgy of destruction, to say nothing of the myriad of young lives sacrificed? "A mad world, my masters!"

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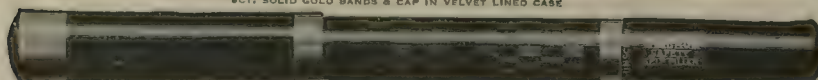
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THE LETTERS OF SWINBURNE.

THROUGHOUT 'The Letters of Algernon Charles Swinburne' edited by Edmund Gosse, C.B., and Thomas James Wise (Heinemann), the interest is almost wholly literary, being concerned with the poet's own writings, and the numerous books he had read. His erudition was extraordinary. There is hardly a writer in literature (classical, English, and French) of whose work he does not speak with familiar knowledge. Occasionally, it is true, he touches on religion; and in one letter, a long one to E. C. Stedman, he gives an account of his family history and early career. Incidental allusions to Garibaldi as "the greatest man since Adam," and to Mr. Gladstone as "that philobulgarious Christian," are almost the only references to current events, from which Swinburne remained studiously aloof, though theoretically an ardent Republican. Doubtless, his letters to Mazzini, which have not been traced, would have shown this side of his mind more fully. As the editors point out, this collection of letters is not, and cannot be, complete. Mazzini was one of three men whom Swinburne regarded with the adoration of hero worship; the other two being Landor, "the old lion" and "the divine old man," and Victor Hugo, "the greatest poet of our age." In these letters, he never tires of singing their praises with fervent devotion. In the most interesting piece of self-revelation in the two volumes (the letter to Stedman), he says: "I never in my life felt any ambition for any work or fame but a poet's (except, indeed, while yet a boy, for a soldier's, but my father resolutely stamped that out), and I appealed to the man I most loved and revered on earth (Mazzini being then, luckily, in London) to know if it was my duty to forego my own likings [Swinburne had been asked to stand for Parliament on the chance of being of truer use to the cause, and Mazzini told me I need not." In the same letter, speaking of religion, he writes: "We who worship no material incarnation . . . may worship the Divine humanity, the ideal of human perfection and aspiration. . . . Therefore, I might call myself a kind of Christian (of the Church of Blake and Shelley), but assuredly in no sense a Theist. . . . There is something of this in Matthew Arnold's 'Literature and Dogma' . . . a very good and ane book." For the rest, the letters show Swinburne as a tireless devotee of the Muses and an omnivorous reader, a generous critic, a frank hater and a vigorous fighter, a staunch and affectionate friend, and an adoring lover of little children. This last phase of his character compels regret for the fact that he never married.

CHESS.

TO CORRESPONDENTS: Communications for this department should be addressed to *The Chess Editor*, Milford Lane, Strand, W.C.

C. C. W. SUMNER: A second solution this—1. Kt to B 7th (ch); 1. K to K 4th, 2. Q or P mates.

W. L. KINSEY and N. W. GOWING.—Thanks for Problems.

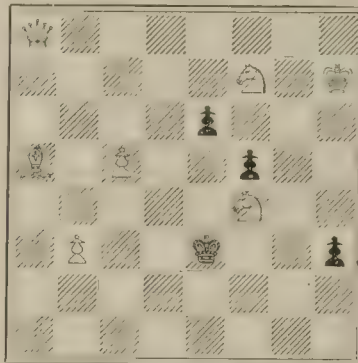
W. G. MARKHAM (Avon, N.Y.): We will endeavour to comply with your request later on.

A. W. LUYKSDYK (Winkler, Mass.): Thanks for additional problems. Will you be good enough to submit your previous contributions on diagrams?

P. L. SHERMAN: The description of the pieces in your problem is not quite correct. Send it on a diagram.

Mrs. W. J. BAIRD.—In our next Chess issue, if possible.

PROBLEM No. 3804.—By KESHAB D. D. (Calcutta).
BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3804.—By C. A. L. BULL.

WHITE.

1. P to K 8th (a Kt)
2. P takes Kt (Q ch)
3. Kt to B 6th (mate).

BLACK.

- Kt takes Kt (Kt 8th)
- K takes Q

If Black play, 1. Kt takes Kt (K 8th), 2. P takes (a Kt); if 1. Kt to Q 2nd, 2. P to B 8th (Kt), etc.

CORRECT SOLUTIONS OF PROBLEM No. 3801 received from Geo. W. Melhuish (Vancouver) and J. B. Camara; cf No. 3802 from R. F. Morris (Sherbrooke, Canada); of No. 3803 from J. F. Brockbank (Manchester); of No. 3804 from John Isaacson (Liverpool), H. Grasset Baldwin, Jas. C. Gemmell (Camp-

below), W. Langstaff (B.E.F., France), J. F. Brockbank, F. A. Wal-b (Bournemouth), and J. S. R. Wardley (Barnes).

CORRECT SOLUTIONS OF PROBLEM No. 3805 received from J. C. Stockhouse (Torquay), R. J. Lonsdale (New Brighton), A. W. Hamilton-Gell (Exeter), Douglas M. Dunn (Putney), Léon Ryt-ki (Belfast), Alin Sir-pion (Warrington), J. Stillingfleet Johnson (Seaford), V. E. C. Blackmore (Forest Gate), P. C. Crer (Larkhill Rile), E. E. F. Rid-dale, J. F. Brockbank, A. H. H. (Bath), M. E. Ouslow (Bournemouth), J. S. Forbes (Brighton), J. S. R. Wardley, F. Reynolds, C. A. P. (Bournemouth), L. H. Scott (Nottingham), and John Isaacson (Liverpool).

CHESS IN AUSTRIA.

Game played at the Vienna Chess Club, between Messrs. FLEISCHER and SCHNEIDER.

(Regular Opening.)

WHITE (Mr. F.) BLACK (Mr. S.)

1. P to Q 4th P to K 3rd
2. B to K 2nd Kt to K B 3rd
3. P to Q 4th P to Q 4th
4. P to K 5th P to Q 4th
5. P to Q 4th

P to K 3rd is better

6. Kt to B 3rd Q to R 4th (ch)
7. Q to Q 3rd P takes P

The beginning of Black's combination.

8. Q takes P B to B 4th
9. Q takes Kt P B takes P (ch)
10. K to Q sq P to Q 5th

The latter grows breathless with the audacity of this stroke.

WHITE (Mr. F.) BLACK (Mr. S.)

11. Q takes R (ch) K to K 2nd
12. Q takes B P takes Kt
13. B to B sq Kt to Q 2nd
14. Q takes R

The culminating point. Q to B 4th

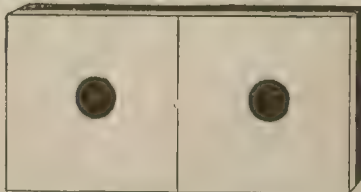
is no better, for if 14. Q to B 4th, R to Q sq; 15. Q to Kt 4th (ch), Kt to B 4th (dis. ch); 16. B to Q 2nd, R takes B (ch); 17. K to B sq, R to Q 8th (ch); 18. K takes R, Q to Q sq (ch), and wins.

15. Q takes Kt P
16. B to B 4th Q to Q 4th (ch)
17. B takes B Kt to B 7th

White resigns.

By the death of Carl Schlechter at the early age of forty-four, chess has lost a deprived of one of the most distinguished exponents it has ever known. He had, of all the great masters, the most artistic temperament; that is to say, there is a sense of imagination and ideality in his play, which is found elsewhere only in Morphy, and possibly in Frank Marshall at his best. This undoubtedly gave that peculiar quality to Schlechter's practice which earned for him the familiar sobriquet by which he was known to the chess world; for it is often evident he has chosen a drawn, rather than a victory, when the mode of obtaining it has gratified his instinct of perfection. At the same time, his genius in defence has never been equalled, and his record of only two losses in 100 successive tournament games will stand unshaken for many a year to come. This, however, was only one side of his strength. On the other side was a power of attack and combination, when he let himself go, from which no one could escape, and that produced games ranking for brilliancy and beauty amongst the classics of chess. His bid for the World's Championship proved him at least the equal of Lasker, and, but for one misjudged move, would have given him absolutely the premier title. His gifts as an analyst were no less conspicuous, and there is no opening which, alike in attack and defence, does not give evidence of his amazing skill. His modest and unassuming character made him a general favourite, and there is no one who will be more missed by the present generation of chess players than the famous "drawing master of Vienna." We give above an example of his aggressive mood that is entitled to rank as one of the "Immortals" of the game.

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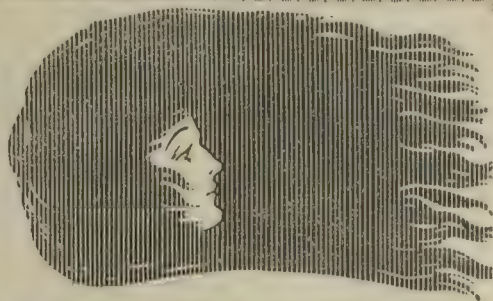
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THE GREAT "C" TRIUMPH

THE CHRONICLE OF THE CAR.

The Ways and Communications Bill.

It begins to look as though the opposition to the sweeping character of the Ways and Communications Bill may produce some modification of its provisions. It was down to be read a second time on Tuesday last; but Mr. Bonar Law announced a week

now. In the meantime, people are rather curious to know the attitude of the R.A.C. towards the Bill. So far as I know, it has made no public announcement of its policy. It is known that the Parliamentary Committee has the matter in hand; but what is being done in the matter, I do not know. I assume that the Club is, in fact, opposed to the Bill; but it still seems to prefer the policy of silence and aloofness which has given rise to so much misunderstanding of its motives in the past. It is a great pity that such an organisation, possessed as it is of considerable political power, should adopt the superior attitude in matters of policy which concern the whole community.

The Cippenham Depot. It still remains a mystery why the War Office

seem defensible on any grounds. Captain Guest gave the rather unconvincing explanation that the depot would be required for "several years" to carry out repairs to the large number of American and other foreign cars and lorries which have been used for war purposes. Surely it ought to be obvious that if it is going to take several years to put these vehicles into a proper state of repair, most of them will be hopelessly obsolete by the time they are completed, and will be worth rather less than the money expended on repairing them. The truest economy would be to sell these vehicles out of the Service now, when price are ruling high. To expend well-nigh two millions on a huge establishment like Cippenham for the sake of repairing war-worn and partially obsolete American cars strikes the ordinary person as being—well, scarcely commercial.

The Hospital Motor Squadron. Mr. A. J. Wilson, Commandant of the Hospital Motor Squadron, asks me to appeal to London motorists to join this organisation. The ending of hostilities has, I know, caused a great many people to think that there is no need to continue their war efforts; but, as Mr. Wilson says,



ENTERPRISE IN EGYPT: ROLLS-ROYCE CARS.

The impromptu bridge here seen was built to allow the armoured Rolls-Royce cars to cross.

ago that, in consequence of the many representations that had reached him, it had been decided to postpone the second reading until Monday next. In the meantime, the opposition from the road-using community is swelling in volume as the effect of the measure begins to be fully understood. The A.A. is conducting a very vigorous campaign against the Bill. It is flooding the country with posters and handbills, inviting all road-users to write to their M.P.s and to the Prime Minister, protesting against the control of the highways being placed under a Ministry in which the railway interests predominate. It is spending a large proportion of its accumulated funds in Press propaganda, and is, in a word, doing all that can possibly be done by such an organisation to combat a Bill which is, from the point of view of the motorist, a vicious measure. If the A.A. had done nothing in the past to justify its title of a protective organisation, it certainly deserves well of its members, and the motoring community at large, for the work it is doing

should persist in the plan of spending a million-and-three-quarters on the motor-transport depot near Slough. The matter has been ventilated in Parliament by means of questions addressed to the War Minister, but it cannot be said that these have extracted much in the way of information. So much good has been done, however, that Mr. Churchill himself has promised to look personally into the scheme, so it may be that economy will triumph after all. However necessary the depot may have been when it was planned a year ago, the intention to proceed with it now does not



A FAMOUS TRIPLANE: THE BRISTOL.

Our photograph represents a Bristol triplane, of the Type Breemar, with four 400-h.p. engines, manufactured by the British and Colonial Aeroplane Company, Ltd.

there are still many thousands of sick and wounded in hospital. The principal work done by the Squadron is to convey wounded soldiers from the hospitals to places of entertainment—and an excellent work it is. Motorists

(Continued overleaf.)



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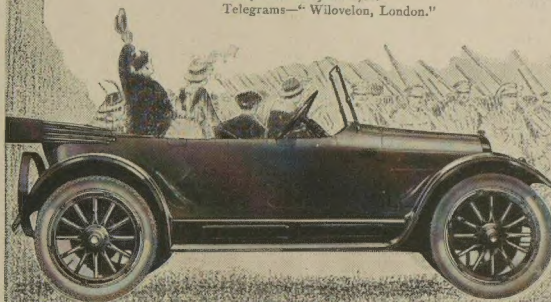
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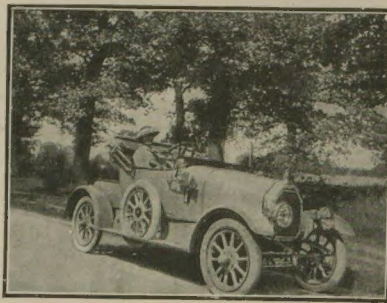
joining the organisation need pay no subscription or wear uniform, and may nearly always select their own local hospitals from which to transport sick or wounded men. Will those who would like to join communicate direct with Mr. Wilson, at 134, Clerkenwell Road, E.C.?

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By obtaining the Austin Motor Company's contract for lighting and starting sets, Messrs. C. A. Vandervell and Co., Ltd. have secured one of the most keenly competed for orders in the trade, and the Acton firm is to be congratulated on having their equipment standardised on the cars of this famous British firm.

Lion-Hunting Extraordinary.

The *East African Standard* tells an extraordinary story of how a lioness was killed by a Nairobi motorist. While driving at night near Nairobi, the hero of the adventure, in a six-cylinder Buick, suddenly saw a commotion in the bush, and the next instant his astonished gaze encountered the gleaming eyes of a lion. Being unarmed, the driver opened out the car, meaning to run for his life. To his horror, the lion lobbed alongside the machine for some distance, then took a leap and landed square in front of the machine. The car by now was doing about forty miles an hour. In a second the shock



A WELL-KNOWN HUMBER MODEL:
A TWO-THREE-SEATER.

Our photograph shows a two-three seater Humber 1915 model, the property of Mrs. C. N. Roney - Dougal, Templestowe, Leamington Spa, seen on the Dunchurch Road, near Rugby. It ran continuously between July 1915 and October 1917, when it was laid up for a year on account of petrol-shortage. It has been run entirely by Mrs. Roney - Dougal without help of any kind.

came; the heavy six-cylinder Buick shivered momentarily, then passed over the prostrate body of the lioness. The impetus of the car carried it about fifty yards beyond the spot where the lioness lay growling, and, before giving her any chance to recover from the blow, the driver reversed his car and went straight over her again. This time the growling ceased, and the beast lay still. The car was then driven slowly towards the lioness, and, after making sure that she was quite dead, the driver dismounted. The car sustained little damage, the only injury being a slight dent on the radiator. Not the least curious part of the adventure is that it happened on a road passing through property belonging to the managing director of Messrs. Braithwaite and Co., East African agents for the Buick.—W. W.

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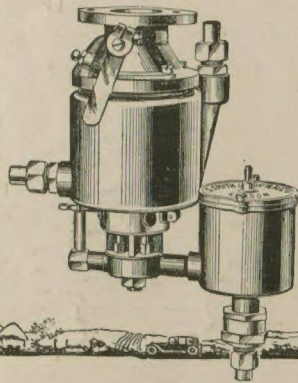
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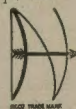
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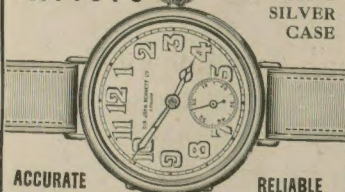
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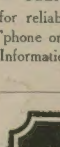
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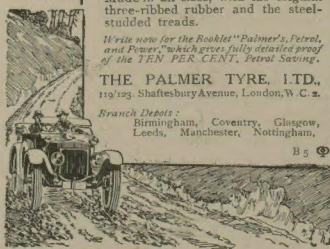
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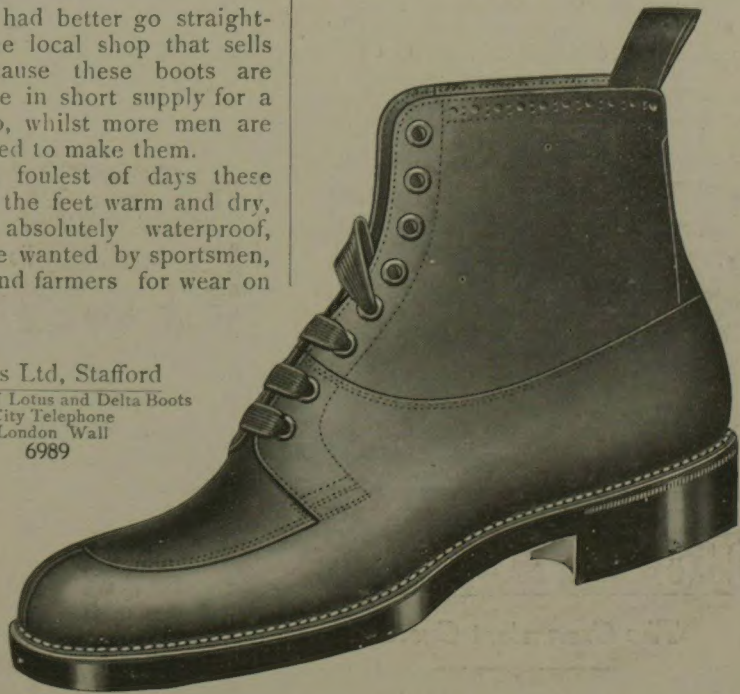
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The Editor of the *Delecta Magazine* will post you a copy of this interesting publication, which records the conditions prevailing at Delectaland, Watford, where Turtlekon, Vi-Cocoa, and all Freemans Food Products are made.

"De Reszke" AMERICAN CIGARETTES

The Aristocrat of Virginias—the "De Reszke"



American Cigarette—has won appreciation from many* of the best known men of to-day—men whose words cannot be bought:—

W. Pett Ridge, Esq., writes: "Everything that now comes from America is welcome, and your 'De Reszke' American Cigarettes form no exception to the rule."

H. V. Farnold, Esq., writes: "The 'De Reszke' American Cigarette is the finest Virginia I have ever smoked."

*Other opinions in other "De Reszke" advertisements

Sold at all Military Canteens at Home and Overseas, also Tobacconists and Stores.

**BAILEY'S
"CALIBAN" RAM.**
Raises water from streams to any height.
Costs nothing to work it.
All kinds of PUMPS in stock for all purposes.
SIR W. H. BAILEY & CO., Ltd., Manchester

**THE PATENT
Treasure Cot**
THE PERFECT NEST FOR BABY.
Light, Cozy, Hygienic, Portable.
No hard substances or draughts to mar baby's comfort. Easily washable. No parts to rust. Packs small (weight 9 lbs.).
Supplied with either Net or Canvas Support.
Catalogue of Cots, Draperies, &c., post free.
Nos. Plain Wood - 23/9
Nos. Stained & Polished, 25/9
Nos. White Enamel - 27/9
The Treasure Victory Cot will delight a 23/9
Soldier's wife
Cots and Draperies for days appear.
Our Specialties are
"ALL BRITISH."
Treasure Cot Co., Ltd.
Dept. 20 Showrooms (middle floor)
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Foster Clark's
The Creamiest Custard
Cream Custard

DO NOT ENDURE

the miseries which attend a disordered condition of the stomach when you may so easily remove the cause of the trouble. When a medicine so safe and so absolutely reliable as Beecham's Pills is within your reach at a trifling cost why should you continue to suffer?

WHAT YOU CAN AVOID

with Beecham's Pills is well known. They are not a "cure-all"; they do not claim to relieve every kind of illness or indisposition. But in cases where disorders of the digestive system have thoroughly upset the general health, these pills have long been regarded as a medicine of inestimable worth. Biliousness, constipation, flatulence, derangement of the stomach and bowels, sick headache and many other irregularities are quickly subdued

BY TAKING

Beecham's Pills. Those who know by experience the efficacy of this best of all Family Medicines are to be found within the circle of nearly everybody's friends and acquaintances. One has not far to go for testimony as to the value of

BEECHAM'S PILLS

Prepared only by THOMAS BEECHAM, St. Helens, Lancashire.

Sold everywhere in boxes, labelled 1/3 and 3/-.

**SAPO CARBONI
WRIGHT'S
COAL TAR SOAP
MERGENS**

WRIGHT'S

Is the ORIGINAL and ONLY GENUINE
COAL TAR SOAP
For nearly 60 Years it has had the recommendation of
THE MEDICAL PROFESSION.



Sir Lordly
Loaf.

I rise so high—I'm light as air,
You'll find me sweet and dainty fare.

**Calders
Yeast**

CALDEY YEAST CO., LTD., Newcastle-on-Tyne.

Hindes HAIR TINT

Tints grey or faded hair any natural shade desired—brown, dark-brown, light-brown, or black. It is permanent and washable, has no grease, and does not burn the hair. It is used by over three-quarters of a million people. The highest medical certificate accompanies each bottle.

2/6 per Bottle.
Of all Chemists, Stores, and Hairdressers, or direct from
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Drawn Wire

To obtain the utmost possible light for the least consumption of current see that you use only Mazda Drawn Wire Electric Lamps.

Sold by all Electrical Contractors, Ironmongers and Stores.

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Electric Lamps

Jewsbury & Brown's Oriental Tooth Paste

In Tubes, 1/3
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You can't paint the lily—
you can keep it pure. The
natural beauty of healthy teeth
is worth a tube of Oriental
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LLOYD'S IN TUBES, 1s. 6d. & 3s. each THE ORIGINAL EUXESIS FOR EASY SHAVING.

WITHOUT THE USE OF SOAP, WATER OR BRUSH.

Put a Tube in your Kit Bag.

The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK

We bought the business, with the recipe, trade mark, and goodwill from the Executrix of the late A. S. Lloyd. The genuine is now manufactured ONLY at our Factory

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